Shorts About Service Men

* * * *

What the Boys are Doing Here and There

Walter N. Keck, now a corporal in the Army Air Force, presumably overseas on the Atlantic side, writes to the Colfax Record in part as follows. Christmas and New Years here was really swell. We had everything that one could wish to eat. We were sorry that no one was able to get off from their assigned job to give New Years a bang, and incoming we got one of the Nazi's U-Boats and sank same. V! Keck was a former resident of Truckee before moving to Colfax.

We learn that our former bank manager, Yell Nobles has gone to Fort Sill, Oklahoma, to learn to do his officer's training. From the way Yell has learned to dodge the more intricate details of K.P., such as the floor scrubbing, we would say his training should not take long.

Two former Hobart Mills boys are now in the army. They are Louis Cavallo, who is with the air corps in St. Petersburg, Florida and Pvt. LeRoy Wilson, a coast artilleryman at Camp Roberts.

Hope that Carl Noddin, grandson of Mrs. Clara Ocker, and formerly employed at the local S. P. bagagge room may have escaped with his life on Java following the taking of that island by the Japs, is held following the receipt of "grapevine" information that he is alive and still in the fight. Noddin was heard from last February when his mother received word he had landed safely on Java. No word has been received since, although he was reported as missing in action.

Pvt. Otto Frederick, former postmaster at Norden, writes from Camp White, Oregon, where he is working in the postoffice. Otto says the food and treatment are o. k. but the weather is cold, damp and so foggy he can't see the mountains.

From Seaman First Class James E. Frazier at Pacific Beach, comes word that the coast may be alright for those who like it, "but for me it's good old Truckee and all the snow that comes with it."

"After traveling through 26 states since I left Truckee I have yet to see one that I would want to make my home. Good old California is still tops." Thus writes Bob Tonini, Electrician's Mate with the Seabees at Gulfport, Miss., but who gives a New York City postoffice address. Bob spent a five day leave in New Orleans, but says the loyal Californian: "cannot class it with 'Frisco. Was rather disappointed with it."

"I wish you would do something for me." writes Pvt. Doug Barrett from Alaska. "Please, thank Swanee, Vern and Ervina, Bob and Beverely Tonini, Glenn and Helen Robinson, Elden and Olla Tonini, Lotta B. and the George Paces for their Christmas cards. It was nice to hear from them. It seems the further from Truckee I get in body, the closer are the ties that bind. While I can't agree, I can sympathize with those who don't want Truckee to change." Doug says he is learning to play chess and teaching pinochle as off-duty diversion.

Pvt. Bud Zorich writes from Camp Hale, Colorado, where he is an instructor in the ski troopers. He has ten in his class for the 40-day course. The company was starting out on maneuvers for three weeks up in the 14,200-foot territory where they will sleep in tents and carry full packs. Bill Klein, formerly of Norden, is head instructor at Hale, Bud says and his style of skiing is favored by the officers. He sends best regards to all his old friends here and in the service.

Truckee's three 18-year-olds, Jim Thomas, Harry Digesti and August Esola, have received notices to appear for medical examinations, so it may not be long now.

An amusing letter arrived this a. m. from Corporal Roy Waters, who has just graduated from the Fitzsimmon's General Hospital in Denver and who predicted that he was "on my way again." Roy said he didn't have an idea where he was bound as "there are so darned many places I can go such as Guadalcanal, India, Africa, England and a host of other places. Also rumored that some of us are going to be attached to hospital ships. What a deal—not even a gun to fight back with." Roy, you know is in the medical corps. He asked to be remembered to the drug store gang and complained of the 20 below weather there and the 5:30 first call— "Have to give my red blood corpusles a pep talk before I even think of getting up in the mornings," Roy declared.

SUMMIT LODGE HAS MANY MEMBERS IN ARMED SERVICES

Summit Lodge No. 54, Knights of Pythias in Truckee has done right well by the armed services, it was revealed in the records of Keeper of Records and Seal W. M. Englehart, Sr., who disclosed that no less than 11 Knights are now in the armor of Uncle Sam, several of them out there doing their knightly duty in foreign service.

The honor list includes the names of H. F. Cardinal, K. L. Kielhofer, E. D. Waters, Addison Nelson, Doug Barrett, Bob Tonini, August Sassari, Ralph Bretthauer, Frank Nease, Louis Cavallo and LeRoy Wilson.

There may be others, Englehart said, who have joined up since leaving Truckee or without notifying the lodge here. The lodge keeps dues of members paid while they are in the service. Incidentally, the 11 represent about ten per cent of the membership.

TWO INJURED IN COLLISION WITH TRUCK ON HIWAY

A three-way collision which occurred Saturday afternoon west of Vanderford's Lodge on Donner Summit resulted in damage to the veheciles but only minor injuries to two men involved, according to Sgt. B. W. Reynolds of the state highway patrol. The accident was a result of the storm, the officer declared.

Robert Carmichael of Reno, driver of a Lang oil truck was coming east during the storm and endeavored to avoid a car driven by Fillmore E. Fritz of San Francisco which was backing out of a parking space. Robert Weber, Jr., University of Nevada student, accompanied by Norman Rebaleati, driving east became involved in the collision and both suffered lacerations about the face. Patrolman A. C. Barrick nd Sgt. B. W. Reynolds investigated.

LIONS, ROTARIANS ARE INVITED TO FIREMEN'S PARTY

Lions, Rotarians and Firemen take notice!

Saturday night will mark the annual Ladies Night program for the Truckee Volunteer Fire Department and members and their ladies from the two service clubs have been invited to participate in the affair to be held this Saturday night at the Capitol Hall where a dinner and entertainment will be provided. Chief N. F. Dolley of the host organization said that an orchestra has been secured for dancing and other entertainment will be supplied.

Robert Gifford heads the Firemens committee on arrangements. The affair should prove a social highlight of the winter season.

TRUCKEE GROUP IN CAPITAL ENJOY A REUNION AFFAIR

The Truckee Club, consisting of women who attended school in Truckee in their childhood, held a meeting recently at the home of Mrs. Myrtle Sapunor, 711 28th street in Sacramento for a White Elephant Christmas party.

With the exception of two of the members, Mrs. Blanche Woodard Cornelison of Sacramento and Mrs. Mary Baglion Swanson of Oak Park, all went to school in Truckee about 1890. Oldest member is Mary Mills for many years a resident of Sacramento who attended school here in 1885.

Others attending were Mrs. Katherine Finnegan Kaler, Mrs. Barnie Rogers Crawford, Mrs. Katherine O'Neill Baxter, Mrs. A. Overton, Mrs. Nona Hoy Jordan, Mrs. Anna Jensen Wergeland, Mrs. Ada Buell, Mr. and Mrs. William Englehart of Truckee, Mrs. Theresa Cunningham, Yountville Mrs. Emma Metz Thiess and Mrs. Eugenie Ismert Irving of Sacramento

LIONS TREATED TO THEATER PARTY AS PROGRAM FETE

Following their Wednesday night dinner and a brief business session, members of the Truckee Lions club last night were guests of Manager Vern Stattuck at the Donner Theater to witness Thunderbirds. Shattuck was program chairman and Elden Tonini presided over the meeting attended by 18 members.

Sierra Sun

"IT SHINES FOR ALL"

AND

Truckee Republican

74th Year, Number 51 | Truckee, Nevada County, California, Thursday, January 28, 1943 | Since 1869

Tahoe Mailmen Have Big Task During Storms

* * * *

TAHOE CITY, Jan. 28.— The old postal watchword—the mail must go through—has a significant meaning for those responsible for mail deliveries in the Tahoe area this winter.

D. M. Brodehl, who contracts to deliver Uncle Sam's parcels around the lake, must travel 216 miles to get mail to patrons only 20 miles distant. This is necessary because of snow closed highways between Tahoe City and Brockway. It is necessary that Brodehl drive to Truckee, via Reno to Carson, up the Clear Creek grade and then to Crystal Bay, to where the Nevada plows keep the road open. From the latter village to Brockway, the mail must be carried piggy-back.

The first trip on this route was made this week and Mr. and Mrs. Brodehl, with the aid of two men toted 195 pounds of mail over the mile stretch from Crystal Bay to Brockway. The schedule will be tri-weekly. Kings Beach is just 20 miles from the point of origination of the journey.

Then Bill Raven, who drives the mail between Truckee and Tahoe City, has a job. Twice weekly Bill will carry the mail on snowshoes to Sunnyside where he will be met by Slim Sayre, the Meeks Bay postmaster, who will take the load on in to the folks of the Meeks Bay area. On his initial trip, Raven carried a 30-pound pack. And 30 pounds over loose snow isn't hay.

18 BOOKED AT LOCAL JAIL DURING WEEK

After three weeks of peace and quiet during which time there was not a single patron for the Truckee jail, Constable Tom Dolley yesterday revealed that since January 22 he has booked 18 for the FBI, as draft evaders, drunks and "sleepers."

Dolley announced that it would be his policy to incarcerate transients without funds or means of support at nights so he would know where they are, he said. He hopes this will eliminate crimes and panhandling in the town. After a night's lodging and a meal the undesirables will be asked to move on immediately.

TAHOE GIRL FIRST TO ENROLL IN NEW WOMEN'S CORPS

TAHOE CITY, Jan. 28.— The first young woman from this district to be accepted in the Women's Army Auxiliary Corp is Miss Florence Vernon, daughter of Mr. and Mrs. C. W. Vernon of Tahoe City.

Miss Vernon, a graduate of the Tahoe schools, has been working in the bay area. She has returned to Tahoe for a short leave before reporting for active duty in the WAACS.

QUIZ PROGRAM IS FEATURED AT MEET OF ROTARY CLUB

Program Chairman Tom Buell of the Truckee-Tahoe Rotary Club, with his mathamatical quiz, stumped the experts at the meeting of the club Monday night at Capitol Hall. The program was both interesting and instructive. Lloyd Greene presided at the session.

MOVIE FOLKS MOVE TO RAINBOW HOTEL

The Universal movie company of 35 members which has been filming the new Abbott and Costello picture, Oh, Doctor, at Soda Springs, moved last week to Rainbow Tavern after orders were received to evacuate the popular Soda Springs hotel which will be taken over by the army military police company now located at Vanderford's. It was not immedately learned when the transfer of the troops will be made nor what will happen to the postoffice and other business interests at Soda Springs,

Pyramid Project Denied At Reno After Inquiries

Rumors Discounted After Investigation Made By Union

RENO, Jan. 28.— Denial of a persistent report that the McDonald Engineering company has recently signed a contract to build a naval base or some other form of government project at Pyramid Lake was received by the Reno Central Trades and Labor Council during the week, it was announced by Harry DePaoli, business agent.

The denial came in a letter signed by the manager of the contracting concern, DePaoli said, and was in response to an inquiry by union officials.

Many workmen who had been employed by the MacDonald company at Gabbs Valley came to Reno and informed union officials that they expected to go to work soon at a project at Pyramid Lake. Others from Lemmon Valley and other projects, out of work, became interested and the union officials having heard the reports, conducted the investigation, and sought official information from the contractors.

Word was received by the Journal from members of the Nevada congressional delegation in recent weeks stating that nothing definite was contemplated for the Pyramid Lake area. At one time it was expected a naval training base might be built there, but if such a project is contemplated the navy is keeping it a secret.

LAST RITES HELD IN SACRAMENTO FOR FORMER LOCAL MAN

Mr. nd Mrs. Frank Titus, accompanied by Mrs. Julie Titus returned to Truckee Monday from the funeral services for John W. Titus which were held in Sacramento.

High mass was held at 9:30 Monday at the Church of the Immaculate Conception and interment was in the Catholic cemetery in a plot beside his wife, May, who expired about a year ago.

Mr. and Mrs. William Englehart returned Tuesday after attending the rites. The former was one of the pall bearers.

Titus died last Thursday morning following an operation in San Francisco.

POWER, TELEPHONE SERVICE RESUMED

TAHOE CITY, Jan. 28.— Power and telephone service was resumed to Sunnyside yesterday as crews continued their grueling task of repairing damage done by the worst wind storm experienced by Tahoe in many years if not in its history. There were times when the wind reached a velocity of 70 miles an hour, it was reported.

DISTRICT RANGERS DISCUSS COMING FIRE SEASON HERE

NEVADA CITY, Jan. 28.— District rangers of the Tahoe National Forest discussing the coming fire season and the manpower situation at a meeting here, considered these expedients:

1.—An adjustment of the summer school vacation to permit employment of 16 and 17 year old high school boys for fire suppression.

2.—The employment of women in such posts as lookout stations and fire guard duty.

3.—The establishment here of a replacement pool, upon which three or four of the national forests in Northern California may draw.

Ranger H. I. Snider of Truckee was among the rangers attending the sessions.

Employed at Hanford—

Mrs. Angelo Besio is employed in government work at Hanford since her husband's departure for navy duty.

.: Sun :. Beams

by WALTER M. BARRETT

We are convinced that Constable N. F. Dolley's policy of holding all transients without funds or means of support in jail during the night and ordering them out of town the first thing the following morning will go a long way in solving minor crimes and eliminate begging. As the local officer has pointed out, men will eat if possible, even if they are forced to steal or beg. By putting these unfortunates in custody during the night, the officer will know where they are and what they are doing, and this is a big advantage over having them loose in a sleeping community. We hope the plan works and believe it will.

Every time we have a major storm in this area, our admiration grows for the men responsible for keeping our railroads and highways open and our power and communication lines operating. During fair weather, it may seem some of these maintenance men have an easy task, but during and after a storm this opinion gets a new slant. Night and day in storms which defy human opposition, they go about their work so that the rest of us may enjoy comparative comfort and security.

We were a little shocked the other day to find that Rubber Czar Jeffers was in the "dog house" because his critical speech regarding so-called blundering in Washington was harmful to the war effort. The Office of War Information, it appears is supposed to approve all speeches by our governmental servants and employes so that the public will get only what is good for it to know. We believe in free speech and a free press and have confidence in most of our governmental agencies, but this episode had a bad smell on the surface and we hope it can be explained.

TONINI INSTALLED AS HEAD OF LOCAL MASONIC LODGE

Elden Tonini was installed at the worshipful master of Truckee Lodge No. 200, F. and A. Masons at the stated meeting Thursday, January 21, for the ensuing Masonic year.

Tonini replaces Roy A. Feathers as head of the lodge. Other officers installed were O. T. Schumacher, senior warden; Harold Laity, junior warden; C. B. White, treasurer; G. E. Hofmann, secretary; R. A. Feathers, chaplain; V. L. Deaton, senior deacon; George Kamp, juinor deacon; Eric G. Gram, marshal; Anthony Ghirard, senior stewart; Floyd D. Fletcher, junior stewart; Joseph Zorich, tyler.

Feathers was the installing officer and C. B. White was master of ceremonies. A banquet was held at the Good Fellows Cafe preceding the installation ceremonies at Masonic hall.

SOLDIER IS CITED AFTER ACCIDENT

Officer Andy Ponta gave a citation to Private Robert G. Nelson when the car driven by the latter ran off the highway into a snow bank a mile west of the state quarantine station Tuesday night. The name of the young woman accompanying the soldier was not learned. No injuries were reported.

FORMER TRUCKEE GIRL MARRIED IN SACRAMENTO RITE

Miss Irene Elizabeth Chorn of Sacramento was married Saturday, January 23, to Clyde Birnhordt Goerke of San Francisco. The wedding took place at the Cathedral of the Blessed Sacrament in Sacramento.

Mrs. Goerke is the daughter of Mr. and Mrs. George K. Chorn of Sacramento and is well known here, where she has visited frequently with the W. H. Laity family and in 1941 spent six months with the J. Zorich family. Friends extend congratulations to the newlyweds.

Crews Repairing Storm Damage; Precipitation Up

Wind Reached Velocity Of 100 Miles Per Hour On Summit

The stormy period, January 20 to 27, brought a total of ten inches of precipitation to the Truckee vicinity and swelled the season's total since September 1 to 24.22 inches of 11.91 inches over normal, which is .81 of an inch more than normal for the entire year at Truckee, according to District Ranger H. I. Snider of the U. S. Forest Service here.

Since rain fell copiously between the periods when 31 inches of snow fell, the latter has settled to 16 inches but affords an excellent base for skiing, Snider said.

While Forest Service telephone line suffered some damage from the wind preliminary tests indicate it is not as bad as expected. This is probably due to the policy of cutting down many trees that threaten to blow over and break the lines, Snider said.

Adequate water for next summer's agriculture, domestic use and water power for this area is assured, the ranger declared.

Maintenance crews for the power and telephone companies and the highway and railroad this week are working at top speed repairing the damage caused last Thursday and Friday when the area was lashed by the worst storm for many years. All services were resumed this week, but permanent repairs are still being made.

At times the wind reached a velocity of 70 miles an hour here and at Donner Summit, gusts were recorded at more than 100 miles an hour.

Rail and highway service was delayed for brief periods and power and telephone service was crippled.

Thousands of trees fell and many of them toppled across roads. Highway 40 was blocked in two places in this district. A huge tree fell across the road, dividing an army convoy just west of Donner Summit and another huge pine had to be taken off the road just at the foot of the grade. On the Tahoe-Truckee road scores of trees were toppled over and the road was blocked in a dozen places. The falling trees and high wind played havoc with wires and utility crews worked night and day to keep uninterrupted service.

Snow sheds No. 8 and No. 9 near the summit on the Southern Pacific were blown down and traffic was routed over the remaining tracks.

Near Floriston a slide caused by the deluge of rain and snow, covered one line and there, too, it was necessary to single-track the trains.

Near the state line, water washed away the earth holding a telegraph pole and the wind whipped the pole around, tangling the wire into a mess.

Reno streets were flooded and the Truckee river rose to within inches of the bridge floors there. Wingfield Park was compeletely flooded.

Basements in Reno were flooded and Highway 40 near Elko was washed out. Bridges were washed away isolating the Sierra Valley area and throughout the district, heavy damage was caused.

Boulders caused minor automobile wrecks on the Reno-Truckee road but no one was seriously injured.

A tree toppled onto a cabin at Big Chief Camp on the Truckee river and crushed it to the ground.

A two-story boathouse on the W. C. Merrill estate at Tahoe City was crushed and a $22,000 boat damaged by a falling tree. The pier at the Brockway resort was badly damaged and lesser damage was done over the lake region.

Highway snow crews kept the road cleared at all times and while all vehicles required chains and still do, all were permitted to travel without delay.

Reduced Allotments

Allotments of rationed coffee to new restaurants has been reduced to one pound for each 100 meals served.

Politically Speaking

by JOHN W. DUNLAP
(United Press Staff Correspondent)

SACRAMENTO, Jan. 28.—(UP)—One of the most important obligations of a governor is his selection of judges. No position in government calls for better qualifications and solid judgment as the judicial bench.

Previous governors have met occasional criticism in the selection of judges, particularly the last-minute filling of vacancies. To dig up the more famous cases would only rehash skeletons better left buried.

Governor Warren has taken a big stride toward better government with his policy of asking the state bar to approve his judicial appointments. Such a test has been in effect for the relative rare appointments to the state supreme court and appellate courts, but not for the frequent superior and municipal judgeships.

Warren proposes to nominate a judge, await the report of the board of governors of the state bar, then issue the commission. This has the statutory effect of forcing a governor to name a qualified person to avoid criticism of himself. And no nominee would accept the governor's appointment if there was anything in his professional or private life which would not stand investigation.

Such a course has always been open to past governors but it seems like another instance of Warren doing the obvious things for good government that have been overlooked by his predecessors.

While speaking of Governor Warren, it is encouraging to note the close cooperation between his office and that of Attorney General Robert Kenny, although they are of opposite parties. Such a friendship never existed between Warren as attorney general and former Governor Olson.

Almost every day, incidents pop up where the two offices are in close agreement. There was the instance of Warren ousting private counsel in the involved Pacific States Saving and Loan company case, and having the attorney general take over. The saving to the state-seized company will be tremendous, not to mention the complete lack of politics involved.

Warren acted on the advice of the attorney general in removing the three members of the state lands classification commission, appointed just before Olson went out of office. Warren felt the commission useless, should not spend the state money, and moved in quickly.

He had Kenny's investigators go to work on the state board of chiropactic examiners when reports came in there were irregularities in the giving of examinations.

When it came to drawing up a child care bill to give state aid to nurseries for children of war mothers the attorney general's office took the lead.

Probably most important of all Kenny has assigned one of his chief deputies to have an office in the governor's suite, to go over all legislation and generally be of assistance.

Warren as a previous attorney general and district attorney has a big advantage oevr the usual governor. For example, while explaining to newspaper men about his desire to clean up a certain misuse of governmental authority, he swung around in his swivel chair, pulled out one book out of many from his bookcase thumbed expertly through the penal code and come up in a few seconds with the exact section number and punishment for which he was explaining. That kind of familiarity with government can only come from long years of public service such as Warren had.

Bob Kenny, a former newspaper man, attorney and state senator, has rare sense of humor and the knack of explaining things in one-syllable words for the layman. While sitting in press conference with Warren on the Pacific States matter, for example, he cited the maze of litigation involved but hoped that it could be settled during his and Warren's 4-year terms —"God and the supreme coutr willing."

—V—

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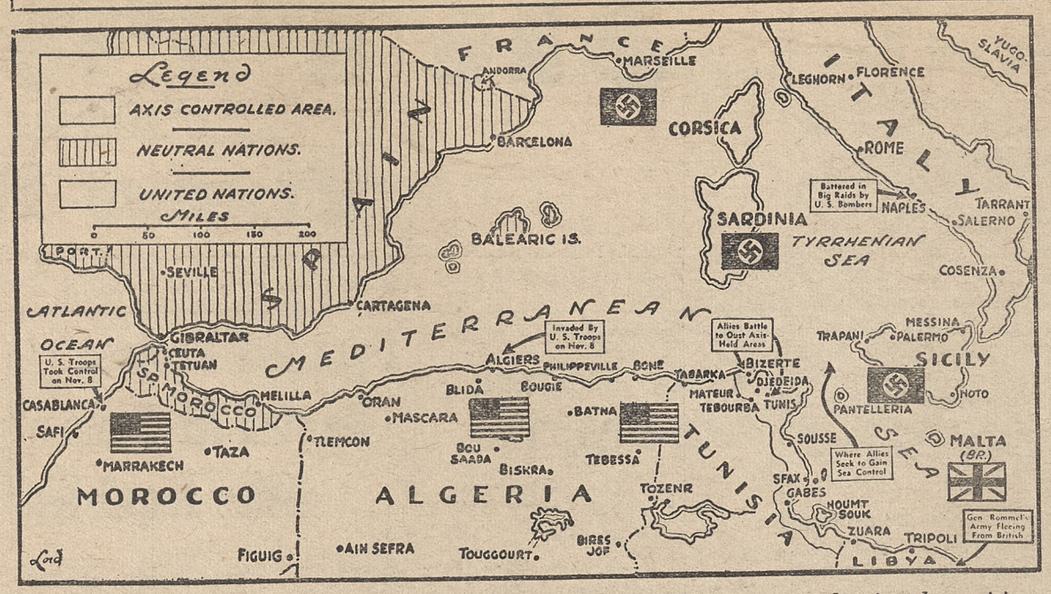
Picture of Current Action in North Africa



As the battle of North Africa enters the final, all-out phase here is a map showing the positions of the Allied and Axis forces. What the picture will be when the fighting in the area has finished is important because the next activity will be centered on what has been termed the "soft underbelly of the Axis," meaning the Italian mainland, the French Mediterranean coast and the Balkans.

Tahoe Briefs

Mrs. Jess Sisk of Tahoe Park on Tuesday last was hostess at an afternoon of bridge following the serving of a tasty luncheon. Those sharing her hospitality were Mrs. Stanley Martin, Mrs. Florence Sayre of Meeks Bay an Mrs. Eleanor Swanson of Sunnyside. Each guest received a lovely hand crocheted gift, In the evening Mrs. Sisk served dinner to Robert Harkness and Mr. and Mrs. Charles Swanson and son, Jimmie. The E. C. Sayres were invited but had to leave for home when their machine broke down and the storm clouds gathered.

The lake level Sunday had climbed to 6228.57 with high water markes expected to be reached as local creeks continue to pour a steady stream of water into the lake from the mountain areas. By Sunday night the light snows had ceased and a silvery moon shone out from beneath a dense bank of mist and clouds which hovered over the Nevada shore line. The barometer had gone up and it is believed here the storm may be over.

Miss Kathleen Starratt spent several days last week visiting in Reno at the home of Miss Doris Post.

Latest word from Jack Starratt indicates that he is now in Kansas City employed in the office of a large airplane factory where he plans to remain indefinitely. His hearing continues to improve.

Mr. and Mrs. Stanley Martin and son, Stanley, Jr., have temporarily closed their home near Tahoe City and moved to Truckee for the duration of the storm. When the storm struck the Martin home was left without facilities for heating, lighting or cooking, hence the move.

Constable Harry Johansen of Tahoe is among those who haev been engaged by Universal Company filming parts for the Abbott and Costello picture, Oh, Doctor, at Soda Springs. Harry will probably get the job of driving a dog team, as he is familiar with huskies and sleds having owned a prize team of his own in the not too distant past. Work was suspended this week because of the storm.

Mrs. James Lyons of Carnelian Bay fortunately escaped serious injury one day last week when a slide of rock and dirt struck her car while she was returning to Tahoe from Truckee The undepart of the machine was damaged but she was not.

TRUCK OPERATORS GET WARNING FROM OPA REGARDING T RATIONS

Truck owners can expect no increase to the original estimate for their operating gasoline after January 31 unless they cooperate in getting their certificates of war necessity in order.

Thousands of trucks will cease to roll if their owners, now able to keep the vehicles in operation because of temporary rations, do not obtain revised quotas, according to to Office of Defense Transporation and the Office of Price Administration.

Relief has been granted to many truck operators whose certificates provided insufficient gasoline, by giving them temporary transport rations However, OPA regulations do not permit issuance of temporary rations after January 31, officials said.

Operators of commercial vehicles have been advised that the final date for the first tire inspection has been postponed to February 28.

After the first inspection is made, the vehicle must then be presented for regular inspections.

—V—

SUGAR STAMP NUMBER 11 RATES THREE POUNDS ON FEBRUARY 1, OPA RULES

Sugar stamp number eleven becomes valid February 1, the Office of Price Adimistration announced, and will be good for three pounds of sugar until March 15, 1943.

Sugar stamp number ten, which is valid for three pounds during a similar period, expires at midnight January 31.

BUY MORE WAR STAMPS and BONDS TODAY...

Carry on a VICTORY DRIVE in your KITCHEN!

BUY WISELY Read food advertisements carefully. Then plan your shopping. Select foods that can carry-over into a next day meal. Utilize outer stalks and leaves from vegetables. Take advantage of canned goods specials. It will pay you to become market-wise. Follow radio tips of what crops are in. Buy what is plentiful and lower in price.

PLAN NUTRITION MEALS Plan your meals for the entire day so that every day your family will eat the eight essential foods recommended by Government health experts. Nutrition is not a wartime fad. Nutrition is a matter of getting enough of the right kind of food for health and fitness. Cook foods properly to keep them brimful of health-vitamins.

TAKE CARE OF YOUR RANGE Your present range is valuable. Take care of it. You may have to use it for a long time. Keep it cleaned up at all times. Be careful about chipping or cracking its enamel surface. Tenderize meats with low-temperature roasting. Save fuel with slow-boil, steam-through cooking.

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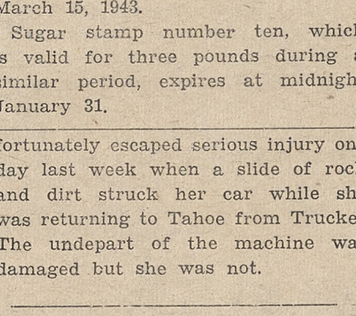
Wartime Travel Tips

★ When it is necessary to travel plan your trip well in advance.
★ Consult agent for latest schedules—let him recommend buses that are least crowded—that make best connections.
★ Arrange to travel mid-week—if possible.
★ Limit your baggage—travel light as you can.

For VICTORY—Buy War Bonds and Stamps



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G. E. HOFMANN, Sec.

TRUCKEE LIONS CLUB
Meets every Wednesday evening at 7 P. M. at Capitol Hall.
ELDEN TONINI, President.
W. M. ENGLEHART, SR., Sect.

TRUCKEE POST NO. 439, AMERICAN LEGION
Meets 1st and 3rd Tues. Each Month in Veterans' Memorial Building.
Bert Weeden, Com.
E. A. Parker, Adjutant

TRUCKEE CHAMBER OF COMMERCE
Meets each Friday at 3:30 P. M. at the Chamber of Commerce office.
W. M. BARRETT, President
VIVIAN GREGORY, Sect.

TRUCKEE AERIE NO. 1124 FRATERNAL ORDER OF EAGLES
Meets First and Third Thursday at Odd Fellows Hall.
CHAS. E. PIERCE, President.
C. E. SMITH, Secretary.

TRUCKEE LODGE NO. 200 F. & A. M.
Meets Every Third Thursday in Masonic Hall.
ELDEN TONINI, W. M.
G. E. HOFMANN, Sect.

SUMMIT LODGE NO. 54 KNIGHTS OF PYTHIAS
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Visiting Brothers Welcome
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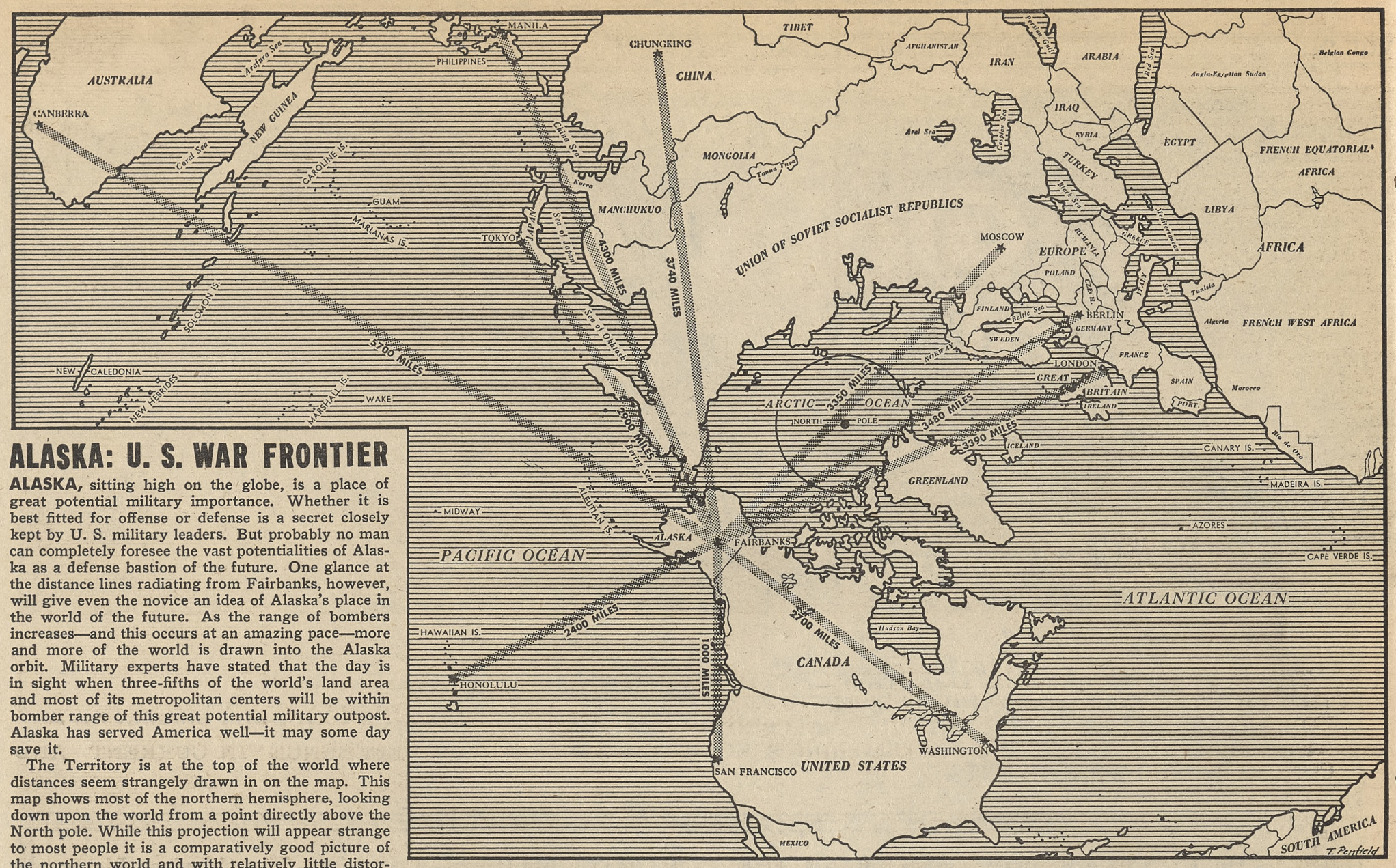


ALASKA: U. S. WAR FRONTIER

ALASKA, sitting high on the globe, is a place of great potential military importance. Whether it is best fitted for offense or defense is a secret closely kept by U. S. military leaders. But probably no man can completely foresee the vast potentialities of Alaska as a defense bastion of the future. One glance at the distance lines radiating from Fairbanks, however, will give even the novice an idea of Alaska's place in the world of the future. As the range of bombers increases—and this occurs at an amazing pace—more and more of the world is drawn into the Alaska orbit. Military experts have stated that the day is in sight when three-fifths of the world's land area and most of its metropolitan centers will be within bomber range of this great potential military outpost. Alaska has served America well—it may some day save it.

The Territory is at the top of the world where distances seem strangely drawn in on the map. This map shows most of the northern hemisphere, looking down upon the world from a point directly above the North pole. While this projection will appear strange to most people it is a comparatively good picture of the northern world and with relatively little distortion above the equator. Compare the size of Greenland and the United States with the same areas on the world map in this atlas. Alaska's true position in relation to the land area of the world is best seen on this, a polar projection.

The Aleutians point like a dagger at Japan. Attu, the westernmost island, is but 2,000 miles from Tokyo. By seizing the islands Japan could point the dagger at the heart of America. Congress has belatedly appropriated millions to arm Alaska, but how this money is being spent, where the men, the guns and the planes are being dispersed and the bases are being located is a secret which the Japs would like to know. The record-breaking time in which army engineers rushed to completion the new Alcan highway—a military road of inestimable importance—attests the value placed upon Alaska by military authorities. It is possible that you may one day drive your car over this road to the shores of Bering strait and cross by ferry to the vast Siberian wilderness of Russia. Only 56 miles of water separates Alaska and Siberia at this point, and only 16 miles separate the Russian-owned Big Diomede island from the United States' Little Diomede island. Aside from the military importance of strategic Alaska it is hard to conceive what giant industrial empires the Soviets and the United States may some day carve out of their neighboring northlands.

ALASKA: STRATEGIC OUTPOST

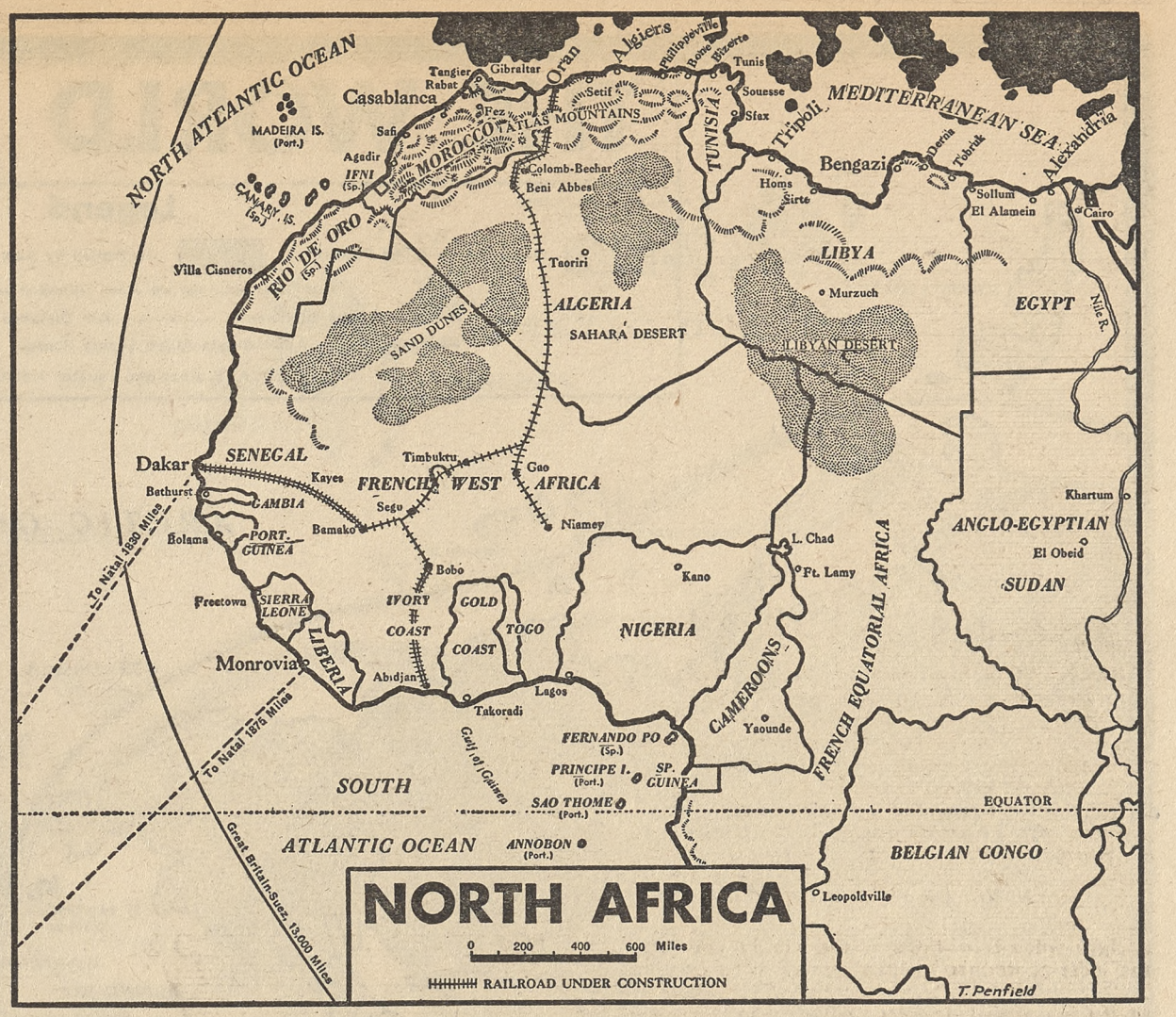
NORTH AFRICA.—The North African expedition will be written in history as one of the greatest single military overseas expeditions of all times. Carefully timed and planned it may change the whole course of the war. Fighting was negligible; it was Blitzkrieg personified. Hitler will not be defeated by the Allied conquest of North Africa, but the act will have given the Allies two tremendous advantages which have been sorely lacking: (1) Protection for Mediterranean shipping, and (2), new bases completing the semicircle of bases around Europe.

Allied air power based on North Africa will in time raise a protective "umbrella" above the Mediterranean shipping lanes and permit safe passage of that stretch of water. When this is a realization the effect upon Japan will be stunning, for then a sizeable force in India can be maintained to give the Chinese real help in driving the Japs from China. This new route will save 8,000 miles and many thousands of tons of shipping. The Middle East can be supplied and its oil brought back to Britain.

Eventually North Africa will be fringed with Allied airfields, and planes based upon them will rain death from the skies upon Southern Europe until it is softened up enough for a blow at the vulnerable part of Europe. The bases in North Africa will unquestionably be used as jumping off points for Sicily, Sardinia, Corsica, Italy, Southern France, Greece, Crete, and perhaps the Balkans, accompanied by invasions from British points.

A great deal has been said about the importance of Dakar. Only 1,830 air miles from Natal, Brazil, it has been a constant threat to the security of our Atlantic position. As an Allied base it will immeasurably strengthen our North Atlantic sea lanes and relieve the submarine menace in this area. There is no evidence that German submarines have used Dakar as an operating base, but in Hitler's control Dakar would be the equivalent of adding many new vessels to his submarine fleet. In Allied hands Dakar will cut thousands of miles from the route used for air-borne plane deliveries to the fighting fronts. It will serve as a great dispersal point for all kinds of military equipment—an advanced supply base such as established by the Allies at a secret Red sea point. The facilities of Dakar are superior to those of any West African port. The harbor is deep, well protected, and with a drydock, seaplane bases, vast petroleum storage tanks and all the other installations of a first-class naval base.

The Trans-Saharan railway has been a French dream since 1879. The section between Colomb-Bechar and Beni Abbes was completed in 1942. By 1946 it is scheduled for completion to the major river ports of Segu and Gao, tapping the vast Niger valley. The gap between Bamako and Beni Abbes is 1,500 miles. The route is largely over desert lands of shifting sands where few bridges and tunnels are required. Hitler may have dreamed of using this road in his plan to conquer South America from Dakar, and thence move northward to the United States. Now the Allies may reverse the plan.



RUSSIA.—From the icy shore of Barents sea to the snow-covered crags and peaks of the Caucasus Russia fights on a 2,500-mile long front—the longest continuous land front of World War II, and one which offers little except weather in the way of a natural defense barrier. The rich Ukraine and the iron, coal and manganese districts of the Crimea and Donetz Basin have been lost to the Germans, but the Russians fight on with the resources developed in the equally rich Magnitogorsk region. It is true that Russia has lost all of the rich wheat land of the Ukraine, but the Russians have demonstrated before that hunger does not rapidly weaken their will to resist. The loss of the Ukraine was serious, but not fatal.

Unless the Red army can be annihilated it is difficult to see how Russia can be defeated by a Germany which must guard stolen countries from the North Cape to the Mediterranean. Russia's great wall is the Ural mountains, and Russia's back is far from that wall. Russia can retire hundreds of miles. Can Hitler extend his already thin lines that distance? But Russia is determined not to retire. The Russians are peculiar this way—a peculiarity Hitler fails to understand. "They are licked," he said a year ago, "why don't they quit?"

Roughly Germany has conquered and holds but 10% of Russian soil. Contrary to public opinion the 90% still held by the Russians is rich in natural resourcesand probably adequately machined. From all reports morale was never higher. The invasion of North Africa has given her relief to some measure—perhaps not as much as the Russians desire, but at least the definite assurance that greater things are on the way.

SICILY.—For many months both Germans and Italians have been battering Britain's lifeline through the Mediterranean with planes based upon strategically located Sicily. From these Sicilian fields bombers have shuttled across the 60 miles of water to blast the British base at Malta. An air-borne army has undoubtedly long been held here in anticipation of dropping in on Malta at the opportune moment. But the solid defenders of Malta have never weakened. Instead they have exacted a terrible toll of Nazi planes and pilots.

The Germans, realizing that any Allied hope of invading the soft underside of the Axis through Italy must include capture of Sicily first, have probably heavily fortified the island and garrisoned it well. Trapani, Siracusa, Catania, Messina and Palermo are all bases with good airfields. Out of them operate Axis submarines and small surface craft. Scattered over the island, which is only 125 miles long, are innumerable concealed air bases Italian in name only.

The geography of Italy forces her to be ready to defend herself from many directions, but also gives her many geographical advantages. To Sicily, Mussolini has given the task of preventing an invasion of Italy from the south. Sicily fitted well into the offensive scheme of empire which Mussolini had outlined for his country previous to the collapse of Italian armies in Egypt and the subsequent infiltration of German troops.

In World War I Italy waited until 1915 to see how events would fall. Convinced then of Allied victory, and under promises of territorial gains, Italy entered the war and received a terrific pounding from Austrians and Germans, culminating in a disastrous defeat on the Piave river. In World War II Italy was equally cautious and did not enter the war as Germany's ally against England and France until it was apparent to her military leaders that France was already shaking on her heels from German assaults. There are good reasons for this Italian caution. Italy is a poor nation with many people and little wealth. She has millions of soldiers, but little coal and iron to make weapons for them, and little will to fight to the finish. Her coast line is long and her food supply is dependent upon other countries. Italy's chief ambitions were to build a new Roman empire around the Mediterranean sea, to open the English-held door to the Atlantic at Gibraltar and by conquering Egypt and the Sudan to link up Ethiopia with Italy.

THE WORLD AT WAR

Legend

Controlled by Allied Powers — Controlled by Axis Powers — Neutral or Non-belligerent

NOTE: Russia not at war with Japan. Finland at war with Russia only.

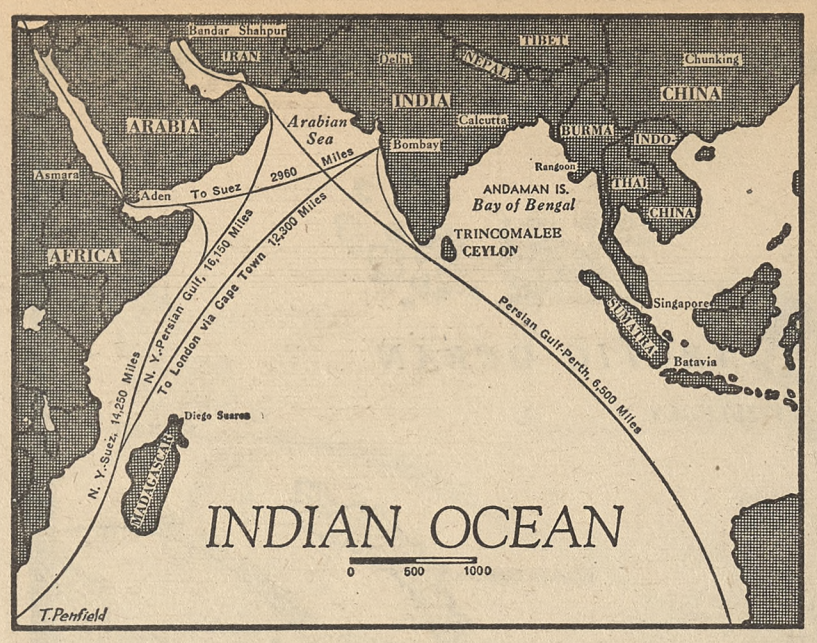
Sea Distance ——— Air Distance (All distances in statute miles)

Approximate Allied Supply Routes (Exact Routes Are Military Secrets)

SCALE along the equator 1:63,146,360

SEVERNAYA ZEMLYA
To Archangel, 6000 Miles
NEW SIBERIAN IS.
ARCTIC OCEAN
WRANGEL IS.
SVERDRUP IS.
PARRY IS.
BANKS I.
POINT BARROW
BEAUFORT SEA
VICTORIA I.
Bering Strait
SIBERIA
UNION OF SOVIET SOCIALIST REPUBLICS
ALASKA
Nome
Fairbanks
ST. LAWRENCE I. (U.S.A.)
NUNIVAK I.
DOMINION OF CANADA
Seward
Juneau
BERING SEA
KODIAK I.
810 Miles
830 Miles
1230 Miles
SEA OF OKHOTSK
KAMCHATKA PEN.
PRIBILOF IS. (U.S.A.)
KOMANDORSKIE IS. (U.S.S.R.)
875 Miles
Dutch Harbor
Edmonton
L. Baikal
TANNA TUVA
SAKHALIN (U.S.S.R.)
1480
Petropavlovsk
1430 Miles
ATTU I.
ALEUTIAN ISLANDS
950
Vancouver
Winnipeg
KARAFUTO (Jap.)
KURILE IS.
MONGOLIA
Hsinking
MANCHUKUO
2560 Miles
1900 Miles
1455 Miles
Seattle
Portland
Butte
Minneapolis
Vladivostok
525
SEA OF JAPAN
JAPAN
2000 Miles
NORTH PACIFIC OCEAN
UNITED STATES
Peiping
KOREA
YELLOW SEA
5225 Miles
Salt Lake City
CHINA
TOKYO
San Francisco
5135 Miles
1700 Miles
2290 Miles
Oklahoma City
Los Angeles
San Diego
El Paso
Dallas
Atlanta
Shanghai
EAST CHINA SEA
RYUKYU IS.
TIBET
CHUNKING
1150 Miles
1670 Miles
3910 Miles
MIDWAY I. (U.S.A.)
2408 Miles
2391 Miles
GUADALUPE I. (Mex.)
MEXICO
BURMA
Canton
MARCUS I. (Jap.)
WAKE I. (U.S.A.)
1195 Miles
2350 Miles
Honolulu
Gulf of Mexico
Key West
Havana
INDO-CHINA
Hong Kong
FORMOSA
HAINAN
825
MARIANAS IS. (Jap.)
HAWAIIAN IS. (U.S.A.)
Mexico City
Manila
1550 Miles
800 Miles
REVILLA GIGEDO IS. (Mex.)
5795 Miles
Rangoon
PHILIPPINE IS. (U.S.A.)
1595 Miles
1670 Miles
JOHNSTON I. (U.S.A.)
2740 Miles
GUAM (U.S.A.)
PONAPE
YAP
Saigon
SOUTH CHINA SEA
PALAU IS. (Jap.)
MARSHALL IS. (Jap.)
Panama-Honolulu, 5240 Miles
4425 Miles
MALAY PEN.
EAST INDIES
CAROLINE IS.
PALMYRA I. (U.S.A.)
3900 Miles
FANNING I. (Br.)
Singapore
CELEBES SEA
HOWLAND I. (U.S.A.)
CHRISTMAS I.
3700 Miles
BISMARCK ARCH.
JARVIS I. (U.S.A.)
EQUATOR
SUMATRA
BORNEO
SOLOMON IS.
PHOENIX IS. (Br.)
MALDEN I. (Br.)
GALAPAGOS (Ecuador)
JAVA SEA
NETHERLANDS INDIES
NEW GUINEA
Rabaul
STARBUCK I. (Br.)
JAVA
TIMOR
ARAFURA SEA
Port Moresby
GUADALCANAL
UNION GROUP (N.Z.)
3095 Miles
MARQUESAS IS. (Fr.)
CHRISTMAS I.
TIMOR SEA
Darwin
NEW HEBRIDES
Auckland-Panama, 7498 Miles
Los Angeles-N. Y. via Cape Horn, 15,200 Miles
COCOS I.
1670 Miles
SAMOA
Persian Gulf-Perth, 6,500 Miles
CORAL SEA
FIJI IS. (Br.)
TUAMOTU ARCH. (Fr.)
SOCIETY IS. (Fr.)
TAHITI I.
NEW CALEDONIA
1310 Miles
1825 Miles
COOK IS. (N.Z.)
RAROTONGA (N.Z.)
AUSTRALIA
Brisbane
1225 Miles
1100 Miles
NORFOLK I. (Aust.)
PITCAIRN I. (Br.)
EASTER I. (Chile)
SALA-Y-GOMEZ (Chile)
LORD HOWE IS. (Aust.)
Perth
Canberra
Melbourne
1245 Miles
Auckland
TUBUA IS. (Fr.)
NEW ZEALAND
SOUTH PACIFIC OCEAN
TASMANIA
Hobart
CHATHAM IS. (N.Z.)
7500 Miles
BOUNTY IS. (N.Z.)
ANTIPODES IS. (N.Z.)
AUCKLAND I. (N.Z.)
CAMPBELL I. (N.Z.)
MACQUARRIE I. (Aust.)

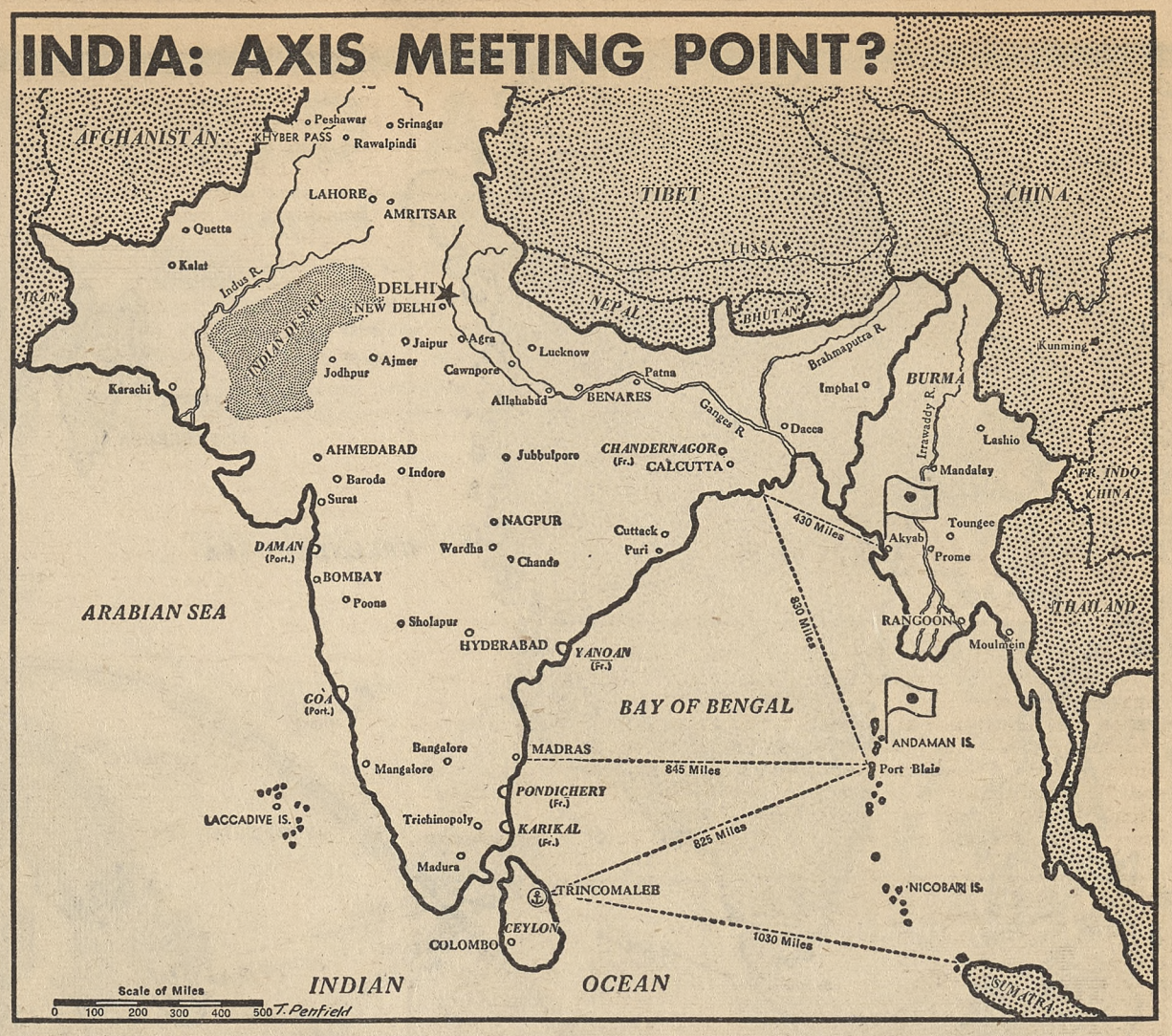
LINCOLN SEA
ELLSMERE ISLAND
GREENLAND
Baffin Bay
BAFFIN ISLAND
Davis Strait
Hudson Strait
Hudson Bay
Denmark Strait
ICELAND
Reykjavik
Sydproven
750 Miles
900 Miles
1860 Miles
NORTH ATLANTIC OCEAN
LABRADOR
NEWFOUNDLAND
Gulf of St. Lawrence
St. Johns
Ottawa
Boston
NOVA SCOTIA
3110 Miles
Cleveland
New York
WASHINGTON
3675 Miles
2060 Miles
1000 Miles
AZORES (Port.)
Charleston
BERMUDA IS.
1607 Miles
Gulf of Mexico
Key West
BAHAMA IS.
CUBA
Havana
DOM. REP.
PUERTO RICO
VIRGIN IS.
BR. JAMAICA
HAITI
HONDURAS
WEST INDIES
CARIBBEAN SEA
GUADELOUPE
MARTINIQUE
BARBADOS
NICARAGUA
CURACAO
TRINIDAD
COSTA RICA
PANAMA
Caracas
VENEZUELA
610
Georgetown
BRITISH GUIANA
COLOMBIA
FRENCH GUIANA
GALAPAGOS (Ecuador)
ECUADOR
PERU
BOLIVIA
BRAZIL
Natal
Recife
Sao Salvador
Rio de Janeiro
PARAGUAY
SAN FELIX I. (Chile)
SAN AMBROSIA I. (Chile)
CHILE
Valparaiso
ARGENTINA
URUGUAY
Montevideo
Buenos Aires
FALKLAND IS. (Br.)
TERRA DEL FUEGO
CAPE HORN
Drake Strait
N. Y.-Lagos via Para, 5475
N. Y. via Cape Horn, 15,200 Miles
New York-Suez, 14,300 Miles
1830 Miles
9000 Miles
1875
Great Britain-Suez, 13,000 Miles
SOUTH ATLANTIC OCEAN
ASCENSION I. (Br.)
ST. HELENA I. (Br.)
CAPE OF GOOD HOPE
SOUTH GEORGIA (Br.)
SOUTH SANDWICH IS. (Br.)
FRIDTJOF NANSEN LAND (U.S.S.R.)
ARCTIC OCEAN
WEST SPITZBERGEN
SPITZBERGEN
SOLITUDE I.
HOPE I. (Nor.)
GREENLAND SEA
BEAR I. (Nor.)
NOVAYA ZEMBLYA
To Seattle, 6000 Miles
KOLGUEV I.
BARENTS SEA
KARA SEA
JAN MAYEN I. (Nor.)
NORTH CAPE
LOFOTEN IS.
Murmansk
NORWEGIAN SEA
NORWAY
SWEDEN
FINLAND
WHITE SEA
Archangel
UNION OF SOVIET SOCIALIST REPUBLICS
THE FAEROES (Den.)
725 Miles
SHETLAND IS.
Bergen
Oslo
Stockholm
Leningrad
ESTONIA
LATVIA
LITHUANIA
Baltic Sea
Kuibishev
MOSCOW
ORKNEY IS.
HEBRIDES
NORTH SEA
GREAT BRITAIN
DEN.
N. IRELAND
IRELAND
NETH.
LONDON
BERLIN
POLAND
BELGIUM
GERMANY
CZECH
Kiev
Kharkov
Stalingrad
FRANCE
AUSTRIA
HUNGARY
Rostov
Bay of Biscay
Vichy
SWITZ.
RUMANIA
YUGOSLAVIA
ITALY
BULGARIA
Black Sea
CORSICA
SARDINIA
PORTUGAL
SPAIN
GREECE
TURKEY
Baku
CASPIAN SEA
ARAL SEA
CHINA
SICILY
MEDITERRANEAN SEA
990
Algiers
Oran
TUNISIA
CRETE
SYRIA
IRAQ
Tehran
IRAN
AFGHANISTAN
TIBET
NEPAL
MADEIRA IS. (Port.)
Casablanca
MOROCCO
Tripoli
PAL.
Alexandria
Cairo
TR. JOR.
CANARY IS. (Sp.)
RIO DE ORO
ALGERIA
LIBYA
EGYPT
Delhi
INDIA
Calcutta
Riyadh
SAUDI ARABIA
Bombay
CAPE VERDE IS. (Port.)
Dakar
GAMBIA
PORT. GUIANA
FRENCH WEST AFRICA
Timbuktu
IVORY COAST
GOLD COAST
NIGERIA
ANGLO-EGYPTIAN SUDAN
Khartoum
Djibouti
BR. SOM.
IT. EAST AFRICA
ARABIAN SEA
SOCOTRA (Br.)
LACCADIVE IS.
CEYLON
Colombo
Freetown
SIERRA LEONE
Monrovia
LIBERIA
FERNANDO PO
SP. GUINEA
FR. EQUATORIAL AFRICA
BELGIAN CONGO
UGANDA
KENYA
MALDIVE IS.
EQUATOR
Lagos
CABINDA
Leopoldville
TANGANYIKA
Zanzibar
Dar es Salaam
SEYCHELLES (Br.)
AMIRANTE IS. (Br.)
CHAGOS IS. (Br.)
Diego Suarez
MADAGASCAR
N. Persian Gulf, 6,150 Miles
INDIAN OCEAN
ANGOLA
N. RHODESIA
S. RHODESIA
MOZAMBIQUE
SOUTH WEST AFRICA
BECHUANALAND
UNION OF S. AFRICA
Cape Town
MAURITIUS (Br.)
REUNION (Fr.)
NEW AMSTERDAM I. (Fr.)
ST. PAUL I. (Fr.)
PRINCE EDWARD I.
MARION I.
CROZET IS. (Fr.)
KERGUELEN I. (Fr.)
T. Penfield



INDIAN OCEAN.—Two long Allied supply routes skirt the fringes of the Indian ocean. The western, and most used, route serves to supply Allied forces in the Near East and North Africa from the United States and Great Britain. Along this route, too, moves much of the Lend Lease equipment into the Persian gulf and thence on by rail and truck to Russia's southern armies. This route was secured by the British seizure of Madagascar, a step or two ahead of the Japs. With complete Allied control of the Mediterranean this route will be abandoned in favor of the shorter route through the Suez canal. The second and lesser used route is that from Australia to Bombay and the Persian gulf, handling U. S. transhipments from Australia. When and if India is invaded by Japan this route will increase in importance.

Unless the Japs can secure and establish further bases on the edge of the Indian ocean this great waterway should remain securely in control of Allied naval power. The great British Indian ocean base is at Trincomalee in Ceylon. During the low of British fortune in the Far East the Japs made one attempt to take this base or knock it out, but the British drove them off. The main Japanese bases for action in this area are Port Blair in the Andaman islands, Akyab and the huge Singapore base captured from the British at the outbreak of war in the Pacific. It is unlikely, however, that the Japanese have sufficient naval strength above that required to hold and press their South Pacific gains to attempt an Indian ocean venture in the near future. In the event that Germany is defeated before Japan—and Prime Minister Churchill has publicly hinted of this possibility—the Indian ocean will serve as Britain's path to pour troops and equipment into India and China in a huge pincers movement designed to throttle Japan.

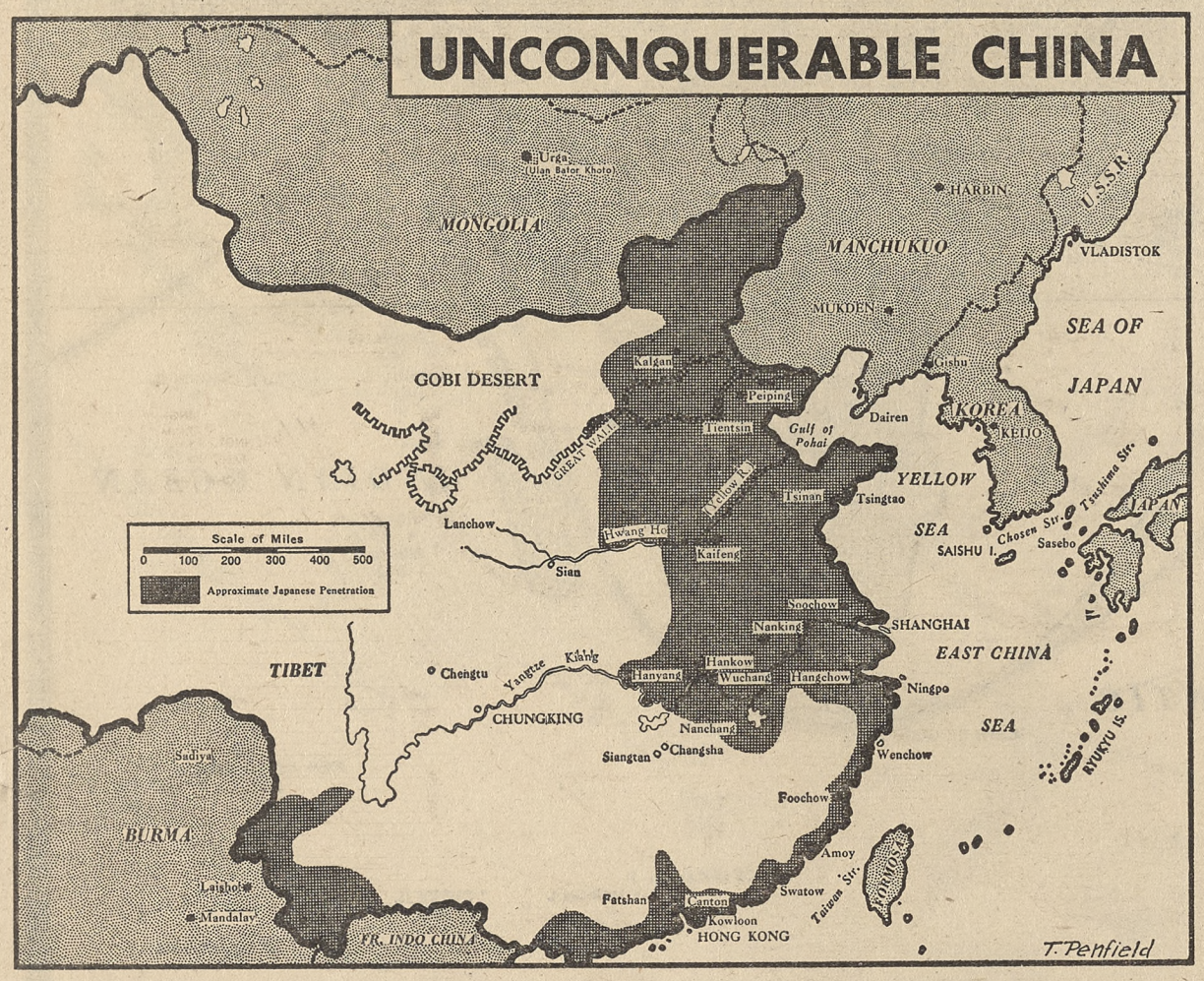
India is naturally the key to the whole Indian ocean situation. Should the Japanese conquer India and establish bases near the entrances to the Persian gulf and Red sea they will constitute a real threat to the Russian supply lines. Such a move by Japan might force Russia, in defense of her vital supply routes, to attack Japan's puppet state of Manchukuo to relieve the danger. This in turn would open Russian bases for United States bombers to carry the war to Japan proper. The situation is full of possibilities. Japan lodged in West India would be near Moslem Arabia and only a step from Africa. By jumping across the Red sea she could attack the Allied African forces from the rear, forming with Hitler's armies a gigantic pincers movement designed to strangle the Allies.



INDIA.—That India should be endangered by a power with its headquarters some 4,000 miles away is one of the wonders and dangers of modern war. But this is the prospect which India faces. The threat is deadly serious if and when Japan can release sufficient naval power from the Pacific. The imminence of Japanese invasion has tended to unify the Indian peoples, but at the same time the Indians have seized this opportune hour to demand independence from the British.

From the Japanese advance bases in Thailand (Siam), Burma and the Andaman islands, India's southeast coast is in range of Jap medium range bombers. The rest of India can be reached by long range bombers, and India's flat east coast is ideal terrain for a determined landing force. An overall Axis plan undoubtedly calls for a meeting of Jap and Nazi troops some place in teeming India. When—and if—this occurs it will indeed be a low point in the Allied fortunes of war.

Only by a conquest of India can a junction of the two Axis partners be effected, whether it be attained as a result of Japanese subjugation of the whole of Hindustan and possibly penetration even farther westward, or by a joint offensive with a German breakthrough in the Near East. In any case the resulting Axis self-sufficiency in raw materials and manufactured goods that would be the outcome of such a junction would, to say the least, prolong the war for several years. It is primarily to prevent such a catastrophe that the United Nations must hold India at all costs; but there are other scarcely less pressing considerations that serve to emphasize the strategic importance of India. The United Nations forces in the Near East, as a result of the shortage of shipping, will depend more and more on India's food production and on the many kinds of munitions and equipment that India is able to manufacture. The Allied hope of gathering a strong land force to eventually drive the Jap from China may depend upon the position of strategic India.

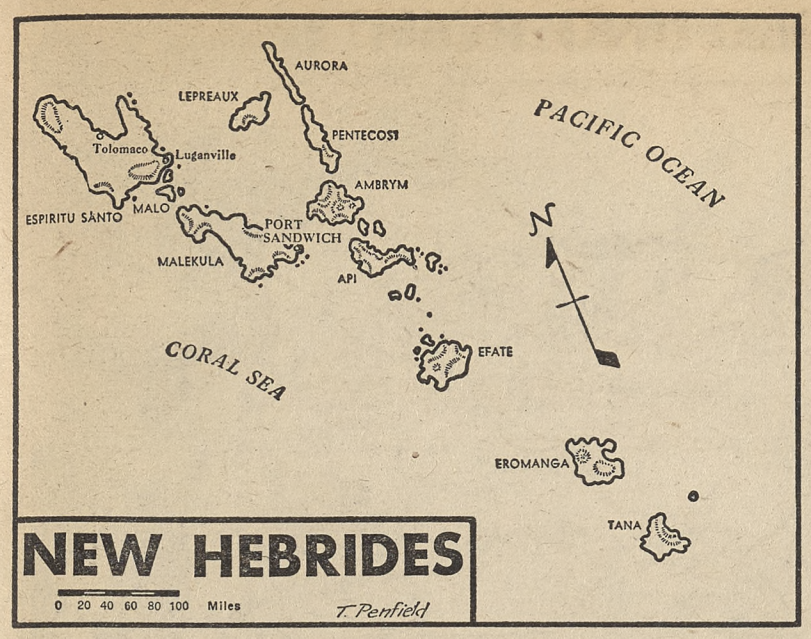


CHINA.—For five years the Chinese have been fighting back at the Japanese. Recently they have had to fight on a half-dozen different fronts. China is without any railroad to the outside world since the Jap seizure of Indo-China. There is no highway outlet from the north. The 2,500-mile road to Russia is all but useless since Russia needs every gun and shell she can get against the Germans. Material aid from the Allies has been slow—but it is coming. Yet China fights on with unflinching faith in the defensive strength of her depth.

China is the nearest and strongest base available to the United States for direct attack against Japan. If ways can be found to arm and equip her 2,000,000 soldiers and 1,000,000 reserves—send them the planes, the guns and the tanks—China may drive the Jap into the sea. The Chinese soldier is tough—and he has refused to quit. Against overwhelming odds the Chinese have materially aided the cause of the United Nations. Their resistance to the Japanese has been all the more amazing because of their lack of the modern tools of war.

JAPAN.—This is Japan—the enemy's lair. Placed in line against the United States it would stretch roughly from Seattle to San Diego. Its greatest maximum width is 270 miles, and with an area smaller than Indiana, Oregon, New Jersey and Vermont combined, it supports almost 73,000,000 people. Four islands comprise the main group: Honshu, Hokkaido, Shikoku and Kyushu. A country of mountain ranges, frequent earthquakes, forests and small valleys, Japan depends heavily upon the sea for food and largely upon Korea to keep the rice bowls filled. There are five cities of more than 1,000.000 inhabitants: Tokyo, the capital, Osaka, Kyoto, Nagoya and Kobe.

Japan is the poorest of the world's powers (or was until she stole the riches of the Netherland Indies, Thailand, Burma and Malaya). In her own possessions she has little coal, no iron, an inhospitable climate, few strategic minerals; and a rapidly growing population on 85% nonarable land. From conquered lands she secured oil and rubber—but what Japan needs worse is iron. China has an estimated 240 billion tons of reserve iron. In the simplest terms this is why Japan and China are at war. Japanese railroads are narrow gauge, and most are single track, far behind American and European standards in carrying capacity. There are many tunnels and bridges—strategic air targets. The rivers of Japan are short and rapid, not navigable for ocean-going vessels, but they supply irrigation water and hydro-electric power. Deep snow falls on the Japan sea side of Kyushu, Honshu and Hokkaido, often reaching a depth of 25 feet, while the Pacific side of the same islands are fair with little snow. All Japan is hot in the summer, and Taiwan is unbearably so for most white men.



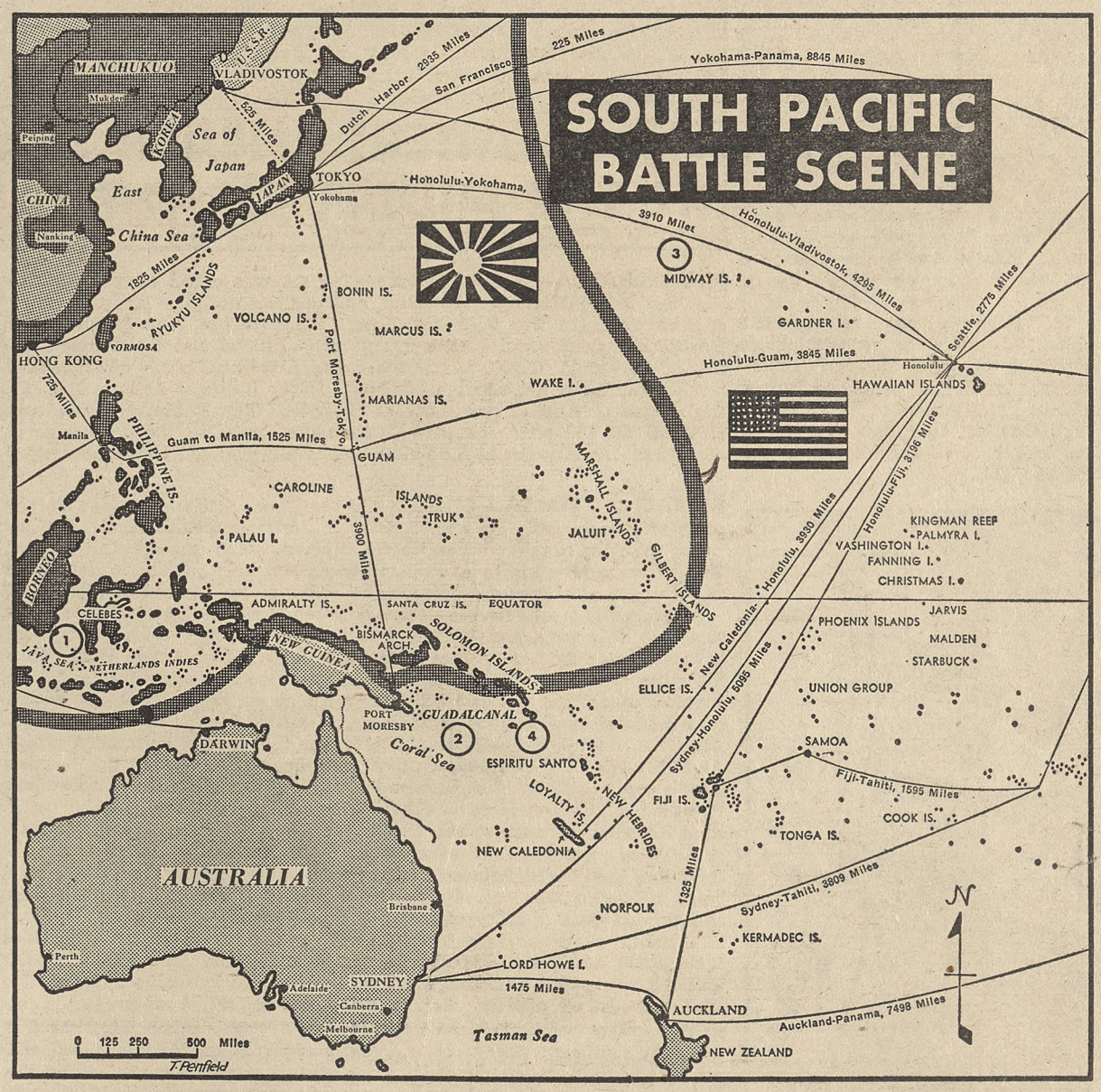
THE NEW HEBRIDES, a French and British condominium, are directly in the path of the U. S. supply line to Australia. When stopped at Guadalcanal the Japs were moving towards the New Hebrides and in their possession they would have at one and the same time severed that vital supply route and flanked Australia. With the fall of France the New Hebrides joined the Free French and eventually permitted the entry of U. S. forces and the establishment of a base at an undisclosed point on the island of Espiritu Santo. From this forward base U. S. airmen strike deep at the heart of the Japs lurking in their rapidly prepared bases in the Solomons.

GUADALCANAL is the focal point in a major struggle for control of the southwest Pacific. Its only airfield, Henderson Field, has been the vortex of this struggle since its capture by U. S. Marines August 7, 1942. The island, tropically luxurious and topped by 8,000-foot peaks, is about 90 miles long and lies at the southern extremity of Japan's 3,324-mile reach into the southern hemisphere. It can act as a springboard for either the Allies or the Japs. Its possession by Japan makes it a constant threat to the security of Australia and its vital supply lines from the United States.

NEW GUINEA.—In all military history water and mountains have proven to be man's greatest natural barriers against invasion. The Japs have found no exception to this rule in New Guinea where the difficulties of surmounting the jungle-tangled trails of the Owen Stanley Range were more than even their suicidal determination to win could overcome. From Gona and Buna the Jap tried to drive across Papua to the Australian-held base at Port Moresby. It looked as if he might succeed again, but finally disease, hunger, the terrible jungle dampness and heroic Australians beat him back.

SOLOMON ISLANDS.—The Solomons were discovered by a Spaniard, completely forgotten, and not seen by a white man until 1568. In 1885 they were divided between Germany and Great Britain, and in 1914 they were taken over by Australia as a mandate until they were all but swallowed up in the Japanese advance. The main Jap bases are at Kieta, Buin and Rekata bay, with Buin probably the strongest and best equipped of the three. Another base was under construction at Tulagi until knocked out by Allied airmen. If the Japs are driven out of Guadalcanal their strategy will probably be to fall back on their nearest base and carry on the war from that point. Step by step, island by island, they will force the Allies to regain their stolen outposts at the greatest possible cost. That the Jap considers the Solomons of great importance is evidenced in his fanatical fight to hold them.

NEW CALEDONIA serves as an Allied outpost and protective base along the U. S.-Australian lifeline. It was occupied first by the British and later by American forces. With Espiritu Santo, the Fijis and American Samoa it forms a huge defensive triangle through which all troops and materials for the Pacific struggle passes. Any one of these points in Japanese control would immeasurably increase our Pacific problem and prolong the war indefinitely. New Caledonia's enlongated shores are reef-studded and the land is hilled and thickly wooded. Noumea is the chief port and a good port available to the Allies dangerously threatening Japan's southern flank.

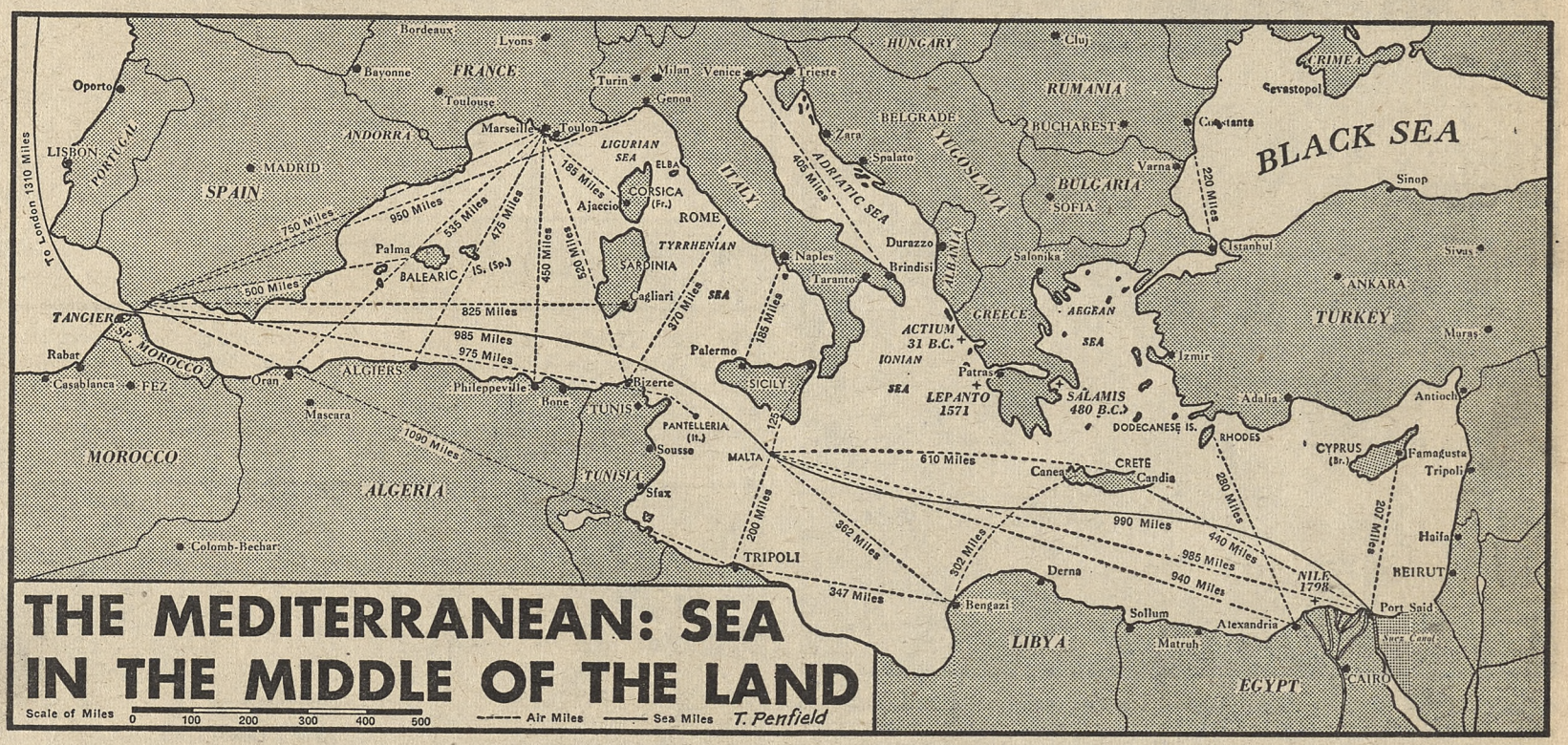


PACIFIC BATTLE SCENE.—In this vast corner of the world's greatest ocean four great naval battles have already been fought. These have been: (1) Battle of Java sea February 27-March 1, an Allied defeat that gave Japan control of the East Indies; (2) Battle of the Coral Sea, May 4-9, an Allied victory that halted the Jap thrust at Australia and our supply line to the South Pacific; (3) Battle of Midway, June 4-6, which prevented a possible Jap invasion of the Hawaiian islands; (4) Battle of the Solomons, August 7-November 18, a series of engagements which prevented the cutting of the U. S. supply line and so upset the balance of Pacific naval power as to materially weaken Japan's position in the South Pacific area.

TURKEY.—In the foreground of history are the Bosporus and the Dardanelles—two narrow necks of water which separate Asia from Europe and form the two entrances to Turkey's own private Sea of Marmara. The famous straits, key to the Black sea, have been a source of trouble since the dawn of time. And as Turkey holds this key so does she hold the key to the vast oil fields of the Near East—the Caucasus and Iran (Persia).

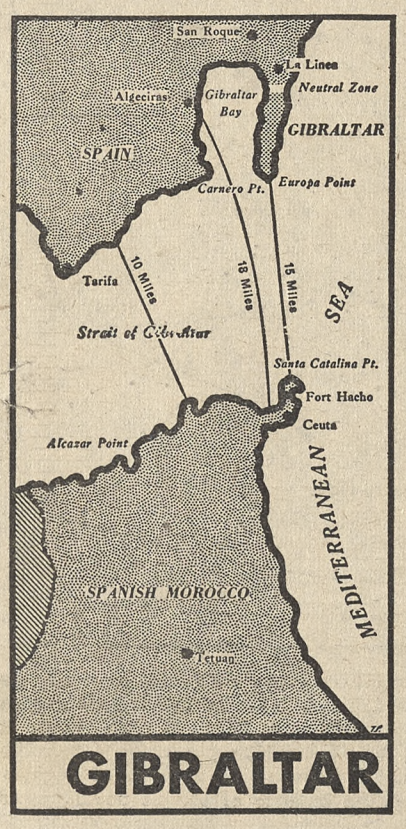
Hitler, unable to reach the Caucasus oil fields through Russia, may be forced to go through Turkey. Will the Turks fight? Only the Turks know the answer to this. They have been completely enigmatic, but in view of recent Russian successes at Stalingrad they may resist invasion. Turkey is the kind of a country which is ideal for tank and plane warfare — vast distances and open plains. The Turkish defense line would probably extend along the Taurus mountain range—the country's only natural defense barrier. The Turks, as history has proven, are stubborn fighters, and unless the Axis could gain control of the Mediterranean they could not be isolated. This is exactly the kind of a military situation the Nazis try to avoid.

If Turkey can be won to the Allied side, and the Allies can establish complete control of the Mediterranean, the problem of supplying Russia will be greatly reduced by access of the Black sea route, thus eliminating the long haul to Murmansk and the Persian gulf.



MEDITERRANEAN.—The Mediterranean sea was called by the Romans the "Sea in the Middle of the Land," and to them no other lands, no other seas existed. On this land-locked sea of history has been fought all of Europe's decisive naval battles except two—Jutland and the Spanish Armada. In 480 B. C. Xerxes watched the Athenians crush his hopes of world conquest off the shores of Salamis. In the Battle of Actium, 31 B. C., the galleys of Antony met those of Octavian. The Battle of Lepanto in 1571, off the Peloponnesos, saw Christendom throw off the dominance of the Turks. At Aboukir bay, off the coast of Egypt, Lord Nelson destroyed Napoleon's fleet and his oriental dreams.

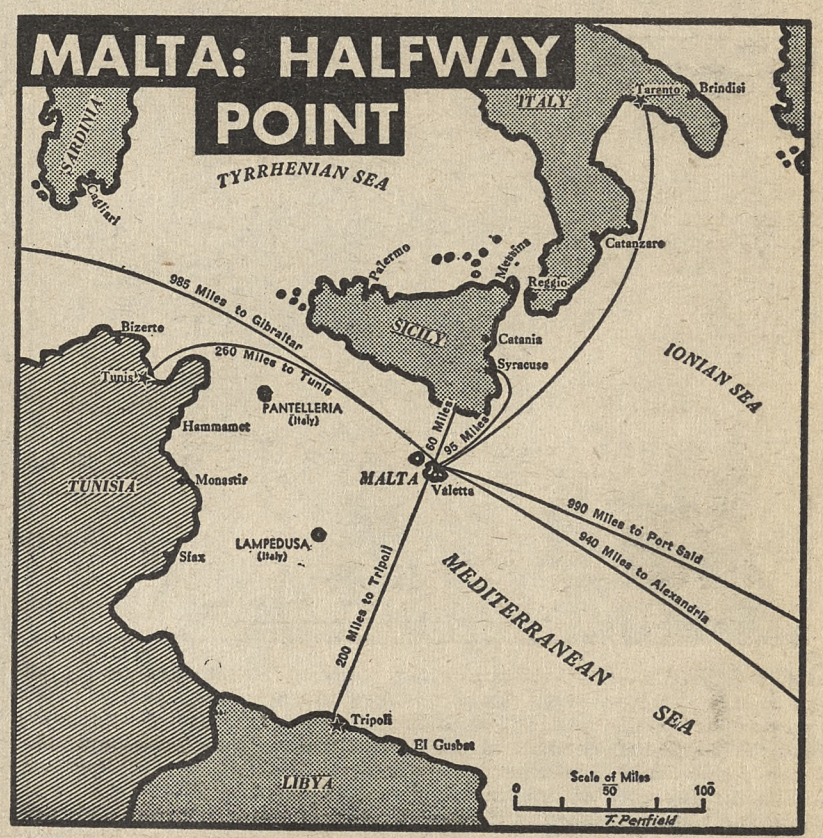
Italy has long cherished control of the Mediterranean, and she has some ancient claims on this great waterway. As early as 1000 A. D. the ships of Venice were Europe's chief contact with the East. But English men-of-war did not neglect the Mediterranean, which increased tremendously with the opening of the Suez canal in 1869. Soon the British had both ends bottled up and control of the tiny island of Malta at the bottleneck between Sicily and French Tunisia, which stood out like a stop signal before Italy's aspirations in North Africa.



GIBRALTAR, MALTA.—Gibraltar and the Suez canal are the Mediterranean's only entrances. They have both long been in British hands, but because the Axis has free access to the Mediterranean through Italy, Great Britain has attempted to neutralize Italy's strategic position through the maintenance of a powerful base on the bomb-battered island of Malta.

Gibraltar is small: two and three-quarters of a mile long by three-quarters of a mile wide, and 1,437 feet to its highest point. Space to conceal batteries has only been gained by digging deep into the steep walls. Into the miles of caverns the British have stored tons of ammunition and food supplies as against the day Gibraltar must go on its own. It lies within easy range of modern guns, if Spain and the Axis powers choose to attack. Algeciras, on the Spanish mainland, is but four and a half miles across Algeciras bay. Carnero Point, at the entrance to the bay on the Spanish side, is supposedly fortified. Across the Strait of Gibraltar to Santa Catalina Point is but 18 miles. Here, at Fort Hacho, are long-range guns which could shell Gibraltar from the south. No flat surface in the colony is large enough to serve as an airport, and none can be built. Because of this there are no defending land-based fighters except those available from our newly won bases in French Morocco. On the other hand the "Rock" is bristling with anti-aircraft guns of all types and will account for itself well.

Gibraltar's position in a strictly naval conflict is self-evident. Gibraltar could stand and yet the Mediterranean could be lost. The "Rock" could probably withstand a prolonged siege, but because it can be bypassed by the methods of modern war it may not be called upon to do so in the present conflict. Malta's location—half way between Gibraltar and Suez—is a different story. It is a mid-Mediterranean fortress, naval and air base of first magnitude without the control of which any power in the Mediterranean would find itself constantly threatened on its flanks. It neutralizes Italy's bases in Sicily and the Italian base on Pantelleria island. Although its proximity to Sicilian air bases has made it untenable as a shelter for the British Mediterranean fleet it sits athwart of and threatens the Axis Europe-Africa supply route, and it completely dominates the central Mediterranean. But Malta is more than a base. It is a symbol of Allied determination and courage.



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TAHOE LETTER

* * * *

To the Service Men

From SWANEE

Tahoe City, Calif.

January 28, 1943

Dear Tahoeites:

Today is Saturday as I write you once more, and how different our surrounding than last week! The Tahoe region is undergoing its first real 'blackout' this winter, and what I mean it is a DARK black one. Lights and telephone are out probably will be for several days more. Old man Winter has descended upon us with a vengeance and appears to be making up for lost time. Again we revert to hardy mountaineers, equal to any emergency which may be thrust upon us. The storm which disrupted our aumost unprecedented tranquil weather closed in upon this area late Tuesday afternoon. It started with snow and rain in the high mountains and gradually moved down into the lower country. Since that time we have been treated to diverse changes of heavy rain, snow, hail and terrifically high winds, the latter doing more damage than all the rest put together. The dense forests of the region are littered with thousands of fallen giants which crashed with resounding roars all through the terrible windstorm which lasted for the most part of two days.

A number of trees fell across the light and power wires, and across highways, the havoc they wrought being the worst to strike Tahoe in many years. At least 50 fallen trees were counted by one worker along the highway between Tahoe and Truckee alone. And latest reports declare that it will be at least four more days before crews can restore power to the Tahoe are by way of Truckee.

Crews are working at breakneck speed to get the line repaired to the lake by way of Carson City over the mountains to Glenbrook, service probably to be available by Monday night.

In the meantime, we Tahoeites carry water from the lake in buckets, eat by candlelight or coiloil lamp and resort to our own talents to furnish entertainment, my little Tom Thumb piano in our house proving a cheerful diversion.

Lake Level Rises

This mornig teh lake had risen to 6228.50, a sharp advance over last week's figure and nearing the high mark of 6229.1 set by the government authorities. A total of 8.23 inches of precipitation was registered for the three day storm period up to Saturday morning, which, if it had all been snow, would have measured close to 10 feet! In Tahoe City 13 inches of snow lay on the ground with an average of two and a half feet in the outlying districts south of town.

Man-Operated Electric Gates

Late this afternoon Frank Gaiennie of Truckee, Constable Harry Johanson and A. M. Anderson of Tahoe operated the electrically controlled machinery by hand and opened the gates of the Tahoe dam, thereby releasing approximately 1000 CSF of water from the swolen lake. Just what effect this may have on Reno and the Truckee River basin is not known yet, but it is earnestly hoped here that this augmented flood from the lake will not add to the woes of my favorite city or damage property along the river.

Reno papers today carried headlines and a number of pictures of Reno, many districts of which were under water from the deluge of rain there.

All along the lakeshore high winds and high waves brought damage to breakwaters and piers and small boats.

At the C. W. Merrill estate in town heaviest destruction was reported when the roof of the boathouse was chushed in upon the family cruiser, the entire cabin of which was destroyed. The boat is a 50-footer and originally cost in the neighborhood of $22,000.

Flanked by Candles

As I write this I am flaked on either side by candels in the nigs candelabra whose flickering lights waver back and forth across the paper and cst wierd shdows about the room. Outside it is late afternoon with dark skies, and the storm still in progress, although the winds have subsided somewhat. The tall stately pines surrounding our house are top heavy with snow, each looking as though just one more ounce of ermine would toppie them over sideways. The lake region resembles fairyland in its white stillness, presenting a vista that tourists would rave about .... and caretakers curse! For it means many long cold hours of weary snow shoveling.

Mail Service Delayed

Allan Pollitt of the Tahoe Fish Hatchery and his snowplow are a welcome sight each morning to his neighbors as he clears the road to Tahoe City to get feed for his baby trout and mail and supplies.

Mail Contractor D. M. Brodehl on Friday drove his heavy mail truck loaded with full sacks as far as Tahoe Pines where he hd to turn back when he encountered a large pine tree across the highway. Since his mail contract calls for deliveries by truck, and local highways are not kept open around the lake, he has written the postoffice department for instructions as to future procedure.

Two Tahoe families are particularly anxious for restoration of phone service. They are the E. H. Pomins and the D. M. Brodehls of Tahoe City whose children, Robert Pomin and his wife Violet, have not been heard from since the start of the big storm. With their two children they recently moved from Oakland into a loevly new house in Chabot Terrace, Valleja. This was the district where scores of new homes were erected for war workers and which the papers declared was hardest hit by the hurricane-like winds which funneled through the Carquinez Straits at 60 miles an hour to unroof more than 100 homes. Both families are striving to remain optomistic in spite of misgivings.

Wants 'Sun's Rays'

From Stella Watson came a friendly note from Clarksville, enclosing a check for the Sierra Sun for another year. Said Stello: "I can use a little of the Sun's rays down here in this fog and cold, where mornings have been 14 above zero at 5 a. m. when I get up to start my day's work at McClellan Field." She is living at the Mayhew home which is built on a part of the oakstudded property where she was born. Rob, who was hustling wood, planned to continue his mining operations when the weather clears. Stella will return home for the reopening of school in March.

Hears from Prussos

One of the grandest letters I ever received arrived last week from Everett Prusso, former owner with his wife of the popular Forest Inn on Ward Creek, now living with his family in Albany, New York.

His closely written five-page letter, with its super-genrous compliments for the Sierra Sun and this Service Letter, touched me deeply. They send it weekly to their sons in service, Ray and Sherwood, who greatly appreciate keeping in touch with the activities of their old neighbors and friends. Though the Prusso's interests are in the east for the present their hearts are right out here in Tahoe's Ridgeland Tract, in that cozy little cottage of theirs beside the shining blue waters of the lake. So great is their love of this emerald setting that they plan to remain in big business for only two years more, after which Prusso plans to make application for a trasfer to the west. Their daughter, Mrs. Roy Teagarden, with her husband and little daughter, Sigana left New York around the first of the year for California, visiting briefly with relatives in Vacaville before continuing to Oakland where Roy planned to enter war work. Don, who finishes high school in June may accompny his mother to California for a vacation and Everett will arrive around November 1 to be present for his mother's and dad's golden wedding anniversary. A royal welcome awaits them from their many old friends here.

Must leave you now, and though the snow still falls softly outside, all is well at Tahoe. Hearths are warm, there is no scarcity of food, or neat legging no illness or want, and our faith in you fighting sons of Uncle Sam is unlimited. I hope the lights come on again all over the lake before I write again!

The best of good wishes from us all'.

Yours for an early victory,
SWANEE.

Tahoe Briefs

Jess Sisk returned to Tahoe on Friday after having worked in Reno for the week.

Mr. and Mrs. Matt Green of the Tahoe Tavern were visitors at Tahoe Tuesday last taking of for Sacramento again just ahead of the storm.

Mr. and Mrs. Chris Nielsen of Reno visited at their Tahoe Park home briefly January 18. They declared Tahoe weather was warmer than Reno.

All of the Tahoe area remained without electrictiy since Thursday with telephone communication out at Tallac, Homewood, Brockway and Kings Beach, and with Truckee cut off for several days. Intermittent long-distance service was restored on Sunday, but went out again. Most of the phones in Tahoe remained in operation, being rung by hand at the telephone office.

FARM MOBILIZATION IN U. S. RECALLS OLD YARN

TAHOE CITY, Jan. 28.— The recent observation of Farm Mobilization Day, January 12, which President Roosevelt announced he would like to make "a symbol of free America" brought to my mind a clipping in my collection dated way back to April 14, 1921. It is an article written by B. H. Morton for Colliers Weekly and goes thusly, and should still rate a smile or two:

The California farmer is awakened by a Connecticut clock and crawls out of his New Hampshire sheets He puts on his Lowell socks, fastens his Boston garters, buttons his Brockeon shoes, jerks up his Chicago suspenders on Detroit overalls, washes his face with Cinicnnati soap, wipes with a Rhode Island towel, puts on a Troy collar and a Patterson necktie, and brushes his hair with a Brooklyn brush. Then he sits down on a Grand Rapids chair, eats Beechnut bacon from Kansas hogs, bread of Minneapolis flour with Idaho potatoes cooked with New York lard on a Detroit stove burning Pennsylvania coal. After breakfast he plows his land (covered with New York mortgages) with a Syracuse plow and a Montana horse fed with Kansas corn nd Iowa hay. Or, if he can afford it, he harvests his grain with a Hoosier tractor, puts it in Atlanta sacks, ships it on Deleware cars drawn with a Philadelphia engine on Pittsburgh rails. Then when evening comes he takes a ride in his Detroit Ford or his Toledo Overland. Then he looks at his Waterbury watch and returns home. He rests a while in his Wakefield rocker, reading Eastern magazine. Finally he lowers his Columbia shades, bathes in his Bridgport tub, crawls under his Lowell blankets, is kept awake by sand fleas, the ONLY home product of his native state, and plans how to fleece Eastern tourists of his hardearned cash!

That was written 22 years ago.

MILEAGE RATION FUEL MUST STAY IN BOUNDS

Holders of gasoline ration books who use their allotments before the expiration of the period of validity will get no ration relief, Office of Price Admisinstration officials declared.

"Persons misusing their supplemental rations will not be given any consideration for additional rations irrespective of the type of employment in which they might be engaged," John M. Olney, regional mile age rationing representative said. However, he pointed out that this does not apply to cases where ration was not sufficient to take care of eligible requirements.

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Gets Knives Ready for Japs—

Superior Judge Chester McDonald of Yolo County and a well known Tahoe home owner, has had three double edged knives with blades seven inches long, made for his own Douglas McDonald, second lieutenant in the Marines and two friends in the same branch of the service. taking no chances on the young men meeting the enemy without adequate protection.

Sacramento Officer Here—

State Patrolman Arthur Barrick of Sacramento was located here temporarily to assist the highway patrol during inclement weather.

BE PREPARED FOR THE UNFORESEEN
Insure
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INCREASED PRICE FOR SOME GOODS AUTHORIZED

The Office of Price Administration has authorized packers of most canned and packaged foods to advance their prices upward to cover the cost of new containers, it was announced from Washington, D. C.

The officials said the action will result in slight increases to the housewife of many foods. For example, canned peas and canned peaches packed in glass will cost about a cent more than the same product in tin.

OPA said where the change is to a less expensive container, however, such as cardboard or paper, corresponding savings to the consumer are assured.

—V—

Employed by Highway—

W. H. Laity has accepted a position with the state highway department.

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One Complete Show Nightly at 8 P. M. 'Phone 99
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High Schools Are Being Urged To Help Train Youth for War

Emphatically favoring pre-induction training for able bodied youths before reaching their 18th birthday, the policies commission of the National Education association has also gone on record with a statement that high schools must become primarily schools for war, with elementary schools remaining largely schools for peace.

These pronouncements are part of a series being prepared by the association for the guidance of public school officials in their wartime planning for the nation's schools.

Recommendations go so far as to approve the issuing of certificates of competence by high schools to boys who successfully complete one or more pre-induction courses and further submit that these certificates be presented at the army reception centers upon induction.

Two Large Divisions.

School children are considered in two large groups: (1) older students who will almost certainly fight in the war or work full-time in essential industries and services; and (2) younger students who will not be so directly or completely involved unless the war is greatly prolonged. Different educational treatment is recommended for each group.

The younger group should be prepared for service as adult citizens in a world which this war should make essentially peaceful and democratic, the commission states. For the older boys and girls, however, "the tyranny of time squeezes out everything that is less than essential. Long-range values, for them, must be subordinated to the life-and-death needs of today and tomorrow."

On the basis of this differentiation of educational treatment, the nationally known educational policies body recommends that elementary schools continue to lay sound foundations in reading, writing and arithmetic and to teach basic habits, appreciations and democratic ideals. Secondary schools are the ones to convert to an all-round war basis.

Specialized Training.

According to the commanding general of the army services of supply, 630 out of every 1,000 men inducted are assigned to duties requiring specialized training. Out of this group of 630 trained men, the army needs roughly 16 radio operators, 15 medical technicians, 15 telephone and telegraph linemen, five master mechanics, and over 35 automotive mechanics. So far the army has had to train these men, for they have not been prepared when they have entered the service. The commission urges that secondary schools assume the responsibility of providing some of this specialized training before induction. To this end the U. S. army and the U. S. office of education have prepared a series of pre-induction courses, based on the technical manuals used in the army. Material is also available for special aviation training in the high schools.

Action by local and state school systems in rapidly converting their programs to the task of training large numbers of men in the skills required by the military services is not enough, however, the policies body goes on to say.

From Grass Valley—

Patrolman L. L. Richards of the Grass Valley squad of the highway patrol is now working with the local squad on Highway 40.

Ill at Home—

Mrs. Elsie Powell is reported to be ill at her home here.

Returns Home—

Mrs. Mary Roquette returned from Oakland where she was the guest of relatives.

Here on Leave—

M. A. Peterson, who recently enrolled with the air force to take his flying instructions, has secured a military leave of absence, pending his call to duty and has returned to his old job on the local squad of the state highway patrol. Mrs. Peterson is living in Grass Valley.

On Vacation—

Harry Digesti is spending a few days vacation with relatives in San Francisco and Oakland.

Visits Cousin—

Mrs. R. P. Bick spent several days last week with her cousin, Mrs. Milo Hurto in Sacramento.

Working on Railroad—

Charles Brunk is employed as a rotary operator by the Southern Pacific company for extra work during heavy storms.

Bartons in Memphis—

Gene Barton writes that his family has joined him at Memphis, Tennessee, where he is employed as first officer on the military transport of an airline company. He says he enjoys his work and sends regards to local friends.

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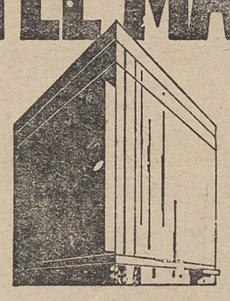
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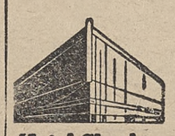
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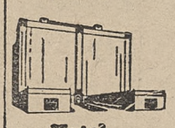
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Church Notes

Community Church
Mrs. Hazel Brandlin in Charge

10 a. m. Sunday school session with Miss Betty Pearson as superintendent.

11 a. m. Morning worship. Topic to be announced later. Mrs. Murray will give a musical selection.

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WANTED— Waitresses; board and room included. $60 month to start. Bonus if satisfactory. I. O. Gifford, Baxters Bus stop.

PEACE OFFICERS WILL HOLD MEETING IN GRASS VALLEY

NEVADA CITY, Jan. 28.— The Nevada and Sierra Counties Peace Officers Association will elect officers at a meeting Friday evening in the Bret Harte Inn in Grass Valley.

Alvah Hooper, coroner, is the president and H. F. Sofge is secretary.

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